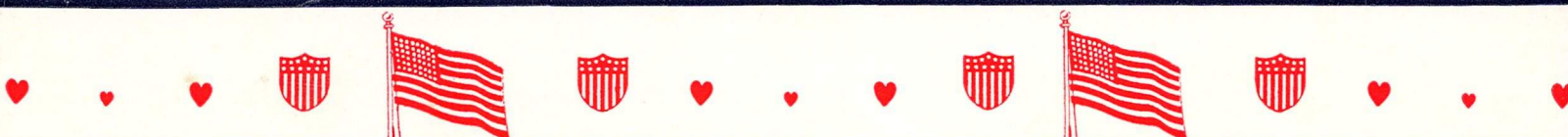


The EXCHANGITE

FEBRUARY 1955



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HEROLD M. HARTER

Editor

Continued

in

this

Issue:

CONVENTION ADDRESSES

Pages 1, 3, 4, 7, 8, 9, all photos (except one, p. 8) by B. Fay Ridenour, Fayetteville, N.C.; p. 5, lower, Wide World Photos, Inc.; p. 8, Lincoln Memorial photo by Tom Comerford, Reseda, Calif.; p. 14, right, Kermit Fysher, Bangor, Pa.

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"There are three things that a local Exchange Club can do, to help him . . ."

THE BOY WHO COMES BACK

by George J. Reed, Chairman

Youth Correction Division

U. S. Board of Parole

and Chairman of the Federal Youth Rehabilitation Study Panel

(THE EXCHANGITE continues its summary of principal addresses given at the 36th Annual Convention of The National Exchange Club, at Louisville, Ky.)

This is a good opportunity for me, representing the new Federal Youth Correction Authority, to meet with Exchangers . . . to talk with you a bit about the new Federal Youth Correction Program, and also to discuss and plan with you some of the programming that has to be done down through the years by Exchangers in the field of youth welfare. The correctional program itself is very, very dependent upon complete understanding by the people with whom we are working.

We have heard a great deal about juvenile delinquency. We have heard a great deal about the rise in crime throughout the country, so I am very pleased to have an opportunity to discuss this particular project which the Federal Government launched a little more than a year ago. The very great chasm which exists between one generation and the next, is a rather appalling thing. It seems unreasonable that such a very few years ago, most of the men in this room were confronted with some of the problems of securing better understanding between you and your dad, how to get along with the old man, and how to work out your own particular problem. This chasm, this sometimes unbreachable distance that exists between father and son, sometimes between mother and daughter, is entering a very great deal into the matter of juvenile delinquency, with parents and children becoming separated. The lack of warmth and affection between father and mother and child, the lack of close

family relationship, is certainly one of the very threatening things that concerns us who are in this field today.

The idea of working out preventive programs, some of the things that the Exchange Club has done, and your committee here, for studying the Federal offender, have certainly been excellent, and have made progress in getting some leadership in this particular area. For too long a time those of us working in the field of corrections and criminology, have realized that many of the old systems and the traditional system that has marked our correctional agencies for the past 100 years, were missing vital issues that related to the correction or the changing of basic attitudes of youth, boys and girls, men and women too, who are out of step with the rules of society. We began to suspect for some time that simply by locking the young people up in a large correctional institution and leaving them in a very abnormal society for a period of months or years, was doing nothing other than turning out upon society a worse product than had been committed to us.

I think this realization prompted the American Bar Association, the American Law Institute, some 17 years ago, to do vital research in the field of corrections and in the field of criminology to find out what could be done to improve this process. The result was the model Youth Correction Act that was released at that time. The Act, covering nearly 38 typewritten pages, emphasized a lot of different things. But one of the basic things that the Model Youth Corrections Act embodied in its thinking, was the idea that people are individuals; that youth, boys and girls, in difficulty, are individual personalities and that

if we were really to effect a rehabilitative program, that we must do this by accepting the fact that they are individuals and that we have to work with them as individuals.

I believe now there are some 18 States that have developed a Youth Authority Program, and I am happy to say that Kentucky is beginning one here, at a state level.

We have become imbued with the idea that it is foolhardy to take a youth who is not steeped in the way of criminal behavior and put him alongside, in a correctional institution, an old-timer who has had years of experience and many violations of the law and expect that this youth would come out with anything other than a worsened situation. We are therefore dividing the groups into small-activity, dormitory



situations. We are anxious that, as these young people undergo their training program, there should be individual counseling replacing the traditional so-called "guard or gun-tower control or discipline."

This idea, then, that I would briefly try to give to you, is that we are attempting through the study period and the diagnostic process, to find out what is the really hopeful part of the personality of Johnny Jones as an individual; what is the individual problem of Johnny; what can he do, what can be done with him, to give him a chance back in his home community. We can do ever so good a job in working with Johnny within our facilities, we can do ever so good a job at trying to work out a satisfactory program for Johnny, to get him back into his community and to rehabilitate him. But unless there is the opportunity for him to go back into his community and have acceptance, all this goes for very little.

This is one of the real long steps — and, believe me, it is a very long step — from anybody's institution back to your own community, the block in which you live in your home community, and believe me, these young men, when they come back home to live in the block in which you live, they want to know if they are welcome. They want to know if there is going to be the opportunity to come back into your community and to become a helpful part and to carry their own weight back in society, and they are very anxious and they are very needful of the support which can be given when there is an understanding community.

I think there are three things that a local Exchange Club can do, and I would go further and say *ought* to do, in assisting a youth who is coming back from a correctional institution into your particular community. I would think that the local Club could do a very great deal in the bridging of that long step which I spoke about, to educate the community to have an accepting attitude for a youth attempting to assist himself and to help himself, and to give that youth a welcome employment to which to return in his home community. If he violates the parole, of course, the official process of return is a natural situation. Let's give him at least the chance to prove himself once or maybe more, as the case may be.

A local Exchange Club can do also a tremendous service if it serves as an agency that can help secure jobs for parolees who come back to the home community. We can do ever so good a job in teaching Johnny how to do a particular job or acquire a certain skill at our institutional training program, but unless he is able to match that skill, that

acquired skill, with a job in the community, his experiences, again, are very frustrating and certainly may result in his reverting to anti-social behavior.

A third step is to serve as a sponsor to Johnny when he comes back, and this is the area in which the Exchange Club has undertaken and made some very fine progress during the past few years. Someone is going to have to give him the understanding father-son relationship, and believe me, many of these young men do not have a natural father to give them that love and affection and acceptance, and here is a tremendous challenge to positive, forward-looking citizens, to give this kind of assistance to these young men and to these boys as they return to their home community.

We must certainly find ways to link together the resources that are available, the resources that are possible, in the home communities throughout the States. Then, when this progress that is possible in a correctional institution, such as I have briefly described to you, has been effected, and when these youth

do come back to your communities, there is that helping hand possible and available to Johnny upon his return.

The Exchangeite who really carries out the program which I have briefly described this morning, certainly is fulfilling the theme of the bridge builder:

An old man traveling a lone highway
Came one evening cold and gray
to a chasm deep and vast and wide.
The old man crossed in the twilight dim
The sullen stream had no fears for him.
But he paused when safe on the other side
And built a bridge to span the tide.
"Good friend," said a pilgrim near,
"You are wasting your time in building here.
Your journey is done at the close of the day,
You may never again come this way,
You have crossed the chasm deep and wide,
So why build the bridge to span the tide?"
The traveler raised his old grey head,
"Good friend, in the path I've come," he said,
"There followeth after me today,
A youth whose feet must pass this way.
The chasm has been as naught to me
But to that fair youth may a pitfall be;
He, too, must cross in the twilight dim.
Good friend, I am building the bridge for
him.

—END

How's Maude? Who's Maude?

"The Legend of Myers Young Cooper" is the title of a fascinating two-page report which was carried in the Exchange Club of Cincinnati (Ohio) bulletin, following the National Convention at Louisville, Ky. It is "the story of the adventures of one young man as observed by another young man" at this Convention.

Threading through the report is the fact that everywhere the narrator went, at the Louisville conclave, he observed Past National President Cooper was the center of greetings and happy excitement. And everywhere the narrator heard the same questions asked of the Past National President,—*"How is Mrs. Cooper?"* and *"How's Maude?"*

Maude? The narrator searched his memory. Who was this well-known, well-inquired-after Maude? The convention stepped up its tempo, hit a torrid pace, as conventions do, but Myers Y. Cooper did not slow down. This former Governor of the State of Ohio, was everywhere and in the center of everything, singled out by "folks from California, Alabama, New Jersey, Ohio," continually searched out by many others—and from everywhere, came the echoing questions, *"How's the Mrs.? How's Maude?"*

All the while, the narrator listened and wondered and wished he had the courage to ask—then finally, on the air trip home, he blurted out the question—*"Governor, who's Maude?"* And at last, the answer, with a calm nod of the head: *"My pet donkey."*

A moment of astonishment—then, *"Why a donkey? Why not an elephant?"* the narrator asked the former Governor of Ohio.

"Well, young man—for a very special reason. I've always believed in the two-party system of government, and I didn't want anyone to think I was biased."

So Maude was in the open at last. Humor, and wisdom, at work. . . *"it was an honor,"* the narrator concludes, *"to be a part of the legend of Myers Young Cooper's experiences."*

*"Somewhere along the way we have let
the community airport become sterile of youth . . ."*

WANTED: PILOTS

**John I. Lerom, Deputy for Reserve and R. O. T. C. Affairs
Office of the Assistant Secretary of the Air Force**



For some reason, it is always very simple to talk to a group of people as interested in the subject as you people have already demonstrated you are. In the mid-1800's Tennyson wrote "Locksley Hall" and he said:

"For I dipt into the future far as human mind could see,
Saw the vision of the world and all the wonder that would be.
Saw the heavens fill with commerce, argosies of magic sails,
Pilots of the purple twilight, dropping down with costly bales."

I think perhaps Tennyson didn't have the opportunity of standing on the ground at Idlewild or Miami some evening and being able to see those pilots at purple twilight.

The philosophy of flight — the Wright Brothers, Lindbergh, Wiley Post or Frank Hawk, were people with a dream. But some place along the way we have let the community airport become sterile of youth. It is a rather shattering thought when you realize it.

I often go out on Sunday afternoon to a little airport a quarter of a mile from where I live. I am looking for that greasy-faced kid, the kid with stars in his eyes and an idea of getting up in the blue. Where is he?

I am not going to give you a lot of figures, because I don't have them before me. But I will tell you this. The Civil Aeronautics Administration record on the number of pilot certificates issued annually today, in contrast to those that were issued back in the mid-40's following the war, is so appalling that it startles everyone who is in the act.

I think perhaps the reason is that we have now a generation of people who have grown up in what is perhaps the most significant age of uncertainty that we've known. Two wars in a youth-time. So when a fellow now becomes 21 years old he doesn't want to go to sea, he doesn't want to fly. At twenty-one, he is worried about retirement and security. So we are faced with the problem of not

enough greasy-faced kids. We are faced with a sterility of American youth from the standpoint of the desire to get into the air.

I feel extremely fortunate to be able to be here to bring you best wishes and cordial greetings from the Secretary of the Air Force, and commend you for your total efforts as Exchangites in the field of Civil Air Patrol development. We feel that Civil Air Patrol may be one of the answers to this question.

The Civil Air Patrol is a quasi-governmental organization, an official auxiliary of the Air Force. It is composed of about 85,000 people. Forty-five thousand of these individuals are the cadets in the Civil Air Patrol. One-third of these cadets become 18 years old every year.

The Group Commander of the Air National Guard is here. He knows and I know, that these people are not only the future pilots, engineers, designers, but the people with a dream. And the Exchange Clubs are adopting the Civil Air Patrol. I think it is great; I think it is terrific. If you go home and you form a committee, call it the Aviation Incentive Movement Committee, call it what you like, but build those kids a place to fly their model airplanes.

I was out in Boulder, Colorado, this past summer, and the Exchange Club and the local Air Force Reserve Squadron were faced with a municipal question. Their problem was that the kids were making too much noise with their models. So instead of restricting the kids, they said, "If they are going to fly these models, which we know they are going to do, let's build them a place to do it."

That is just what they did. They built a model airport. They built an asphalt circle with a concrete center and they got all the kids in the neighborhood in one spot. It is supervised, there is interest. The kids are together and it is terrific. That is the Exchange Club of Boulder, Colorado.

You can do this same sort of thing. It must happen. The big question is

why — why is this true? Why is this dearth? Why do we have it? Maybe the answer is simple, I am not sure. But last year, Matts Military Air Transport Service flew its ten-thousandth crossing of the Atlantic Ocean. Every 45 minutes a Matts airplane flies the Pacific. Every 75 minutes a Matts Aircraft is in the air en route to Europe or the Arctic regions. In 1927, Lindbergh did it for the first time. He was a hero. But today can you be a hero doing something that somebody does 10,000 times? Major Chuck Yeager is here. He is a hero. I bet you can't ask the average high-school kid who the jet aces were in the Korean War and get names. There are no heroes in the aviation business any more.

I told somebody yesterday about my neighbor's little boy who is about five years old. He thinks anybody who hasn't been to the moon twice is a real "square." So what's the answer? It's got to be aviation education. It has got to be in the school, too.

Last summer at the same time I was in Boulder I visited the Civil Air Patrol workshop. The Civil Air Patrol workshop is established at the University of Colorado in the summertime. People like yourselves, through your local treasuries, make it possible for high-school teachers to go to this workshop. They spend six weeks. They get complete indoctrination into the field of aviation. About 40 of them had never set foot into an aircraft except to ride as a passenger. So they come back to their respective communities with a total philosophy of aviation, the economic impact, the entire course, world philosophy, and the fact that the airplane has done things far advanced in the realm of realization, considering that it is only 51 years old.

You Exchangites can do this: you can send your teachers to this workshop. If you haven't already, you can organize your own local model-airplane Club. I would like to see every kid in the country in the grade schools with a model kit in his hand. I would like to see him

building and flying gliders when he is in high school. I would like to see him in powered flight in college. And we did something about this. Here is where we need your help.

Just before the last Congress adjourned, we were able to convince the Department of Defense, Bureau of the Budget, that we needed flying training in the R. O. T. C. program. We have 188 institutions in the Air R. O. T. C. field. When Congress returns, we are completely confident that we will have early passage of legislation which provides for contact flight training in these 188 institutions, to the point where these R.O.T.C. cadets will receive a private pilot's certificate while they are in college.

There is a good reason for this. Let me give you an example. If a man walked in this door right now and said to me, "Young man, do you want to be a deep-sea diver forever? Do you want a career as a deep-sea diver?," how do I know? I have never been there. So we go to the R.O.T.C. cadets, "Do you want to be an Air Force pilot?" How does he know? He has never been one.

This is the way we are going to show him. We are going to have some people who are just not cut out to be pilots. It will cost us about \$12 an hour, to eliminate those people when they take their flying in a Cub at your local airport, in contrast to about \$52 an hour when they go through the flying school. So we think that just the normal tuition rate will more than pay for the cost of the entire program.

In the meantime, that means that in your home town that airport that resembled a morgue today will be buzzing at this time next year. I don't think we are going to have any trouble with the legislation, but that is another thing that Exchange Clubs can get behind. Talk to your local airport operator. Talk to your Congressman. Tell them, "we want the flying training program."

It isn't simply a question of getting pilots for the military; it is a question of the vital aspects of total air power, peace-time air power as well as a military force. You can build airplanes, you can fabricate parts, you can build control systems, you can build radio equipment, but you can't manufacture people. You have to motivate these kids and it is imperative that we do.

I hope the fervency that I personally feel about this matter, can permeate into you and you can go home and you can say, "We have the Exchange Club, we have the medium, we have the competency and the ability. Now, let's do it."
—END

An Address by Major Charles E. Yeager, USAF



TEN YEARS AHEAD

*Ten years ahead of his time, this research-pilot has traveled
1500 miles an hour . . . he has seen the curvature
of the earth, he has even hung suspended in space!*

This is quite a coincidence. I have been scheduled before to give a talk at the National Exchange Club Convention — in fact, this is the third time — and finally, I have made it. The first time, two years ago, I was at the Flight Test Center at Edwards Air Force Base when all arrangements were made and I had my orders to go to the convention. About two days beforehand, I got called over to the Continent to do some work on a French airplane.

Last year, at Colorado Springs, we had everything confirmed and, three days before I was to go, some North Korean lieutenant delivered a MIG to Kimpo Air Field in South Korea, and they brought it down to Okinawa. There again, I was off to fly for a week over there, so I missed The National Exchange Club. I was actually very lucky to make this convention. Day after tomorrow I have to leave for Germany for three years. So you caught me home on leave.

I have been requested to talk a little bit about the research development programs we run on a few airplanes. Actually, I have told these tales so many times I am beginning to believe them myself. We will go through them just one more time, since this is my last talk in the States — I hope — in fact, if my airplane doesn't quit, I am sure it will be. I think it is real wonderful that I could spend it with The National Exchange Club which has done so much for so many people in aviation.

Back in 1944, the Air Force being interested in the research and develop-

ment program connected with supersonic flying, we were running into a lot of problems with our Mustangs and Thunderbolts and P-38's over in Europe. When we would get up to 650-670 miles an hour, the airplane would start buffeting and shaking and we would lose the tails off some of them. Some of them just came apart on us.

The Air Force, in 1944, initiated a program to procure airplanes which would be used strictly for research and development. These airplanes were known as the "X" series, later changed to X-1, X-2, and we bought five of them or five different types: X-1, X-2, X-3, X-4, and X-5. The first airplane was procured strictly to get data in this region, right around the speed of sound, where we were running into a lot of problems with our conventional-type airplanes. Bell Aircraft was given a contract to build the original X-1 and design it. That airplane came out in 1946 and made 20 powered flights with a company pilot who proved that the airplane was airworthy, then the Air Force stepped in and took it over to complete the program.

I was assigned at the time to the test section up at Wright Field at Dayton. We all drew straws and I got the short end, more ways than one.

Since the airplane would be flying in a region about which very little was known, it was stressed to about three times that of the conventional airplane. In fact, it was stressed about 18 "G's." A "G" is one pull of gravity. The airplane had to attain pretty high speeds

and we didn't have jet engines at that time which would accelerate it up to the speeds we expected to reach, so they put a rocket engine in it.

This rocket engine, instead of burning gasoline or kerosene, as most airplanes burn today, burned alcohol and liquid oxygen. Actually, the fuel was a mixture of five parts alcohol to one part water, and three percent poisonous solution to keep the guys from drinking it.

This airplane was quite complicated, and being different from other types of airplanes, had a different type of fuel and control system. I had made a couple or three ground runs on the airplane, and since a run was of very short duration, we carried a total of 588 gallons of propellants in it. We carried 288 gallons

until you climb around 10,000 feet. While you are en route in the climb-up, you go through the check list, setting up certain pressures in the X-1, lightening everything up, getting ready for the drop. Then, all that remains to be done after you leave the big plane, is to just flip four switches which ignite four chambers in the rocket chamber, giving a total of about 7,000 pounds of thrust, and you are on your way.

You circle the lake; they line you up, drop you back about 20 miles from the lake, around 30,000 feet up. When they release, you come out from under the dark bomb-bay of the B-29, and you immediately come out into bright sunlight, taking two or three seconds to get accustomed to the bright light shining in

ment. That information about reversing the controls when it becomes supersonic? There is no such thing. The airplane flies very conventionally, with the exception that it is a little bit less maneuverable because it has supersonic flow over all the surfaces. This merely makes it less maneuverable.

The fastest we got the X-1, in 1947 and early part of '48, was around a thousand miles an hour and up to around 70,000 feet. That airplane has been in the Smithsonian Institute now

Here, the nation's top aviation award for 1954, the Harmon Trophy, is being presented to Major Charles E. Yeager (USAF), by President Eisenhower, in recognition of the former's outstanding achievements in air-travel research.▶

of liquid oxygen, and 300 gallons of alcohol, which we burned up in exactly two-and-a-half minutes when we ran all four of the chambers or the complete engine.

The flight-test center in the Mojave Desert in California, is about the only place in the world we can do this type of flying. It is an old lake bed, dried up, which gives us a total of about twelve-and-a-half miles of runway, five miles wide. So, if we overshoot or undershoot a couple or three miles, we are not in any trouble. Most of our research airplanes touch down at pretty high speeds and take long rolls to get off. There is no runway in the world off which we can fly airplanes like the X-3 or X-1, other than a lake bed like we have out there.

In my first powered flight in the airplane, they load the X-1 and the B-29; they pull it up between two large tanks; one contains liquid oxygen, the other one alcohol; they fill the little X-1 up, back it off, start the engines on the B-29. But the X-1 pilot does not take off in the cockpit of the X-1. He waits until the B-29 gets up to about 10,000 feet. Then, you slide down the ladder on the outside, slide into the cockpit; they slide the door down with you and you hook it on the inside. The reason for this is that the stalling speed on the X-1 is around 240 miles an hour. The B-29, they claim, is 190 miles an hour. If anything should happen to the bomb-shackle, or you would have to drop the X-1 for some unknown reason, you wouldn't be high enough to recover from the resultant spin or stall, you would probably spin over the airplane. After you get to around 10,000 feet, you have enough altitude to recover with. So you do not get into the cockpit of the X-1

the cockpit. Then, you get hardly any sensation, you are floating for just a second until you drop out and recover, get squared away and fire off all your chambers.

We took a total of six flights to get the airplane up past the speed of sound. In the first flight we took the airplane up to about .8 Mach, which is 80 percent of the speed of sound at the altitude you are flying at. The second flight we took it up to about .9 and we started running into a lot of buffeting, shaking of the airplane, just like driving a car over a rough road at pretty high speed. That is caused by the shock waves forming on the airplane and behind the shock wave you start getting turbulent air which pounds on the surfaces of the airplane. But since the airplane stress will take quite a bit, this won't hurt it any.

We got up to about 96 per cent of the speed of sound on the fourth flight, and at that point we lost control of the airplane. We lost the elevator control, which is the flipper back of the horizontal stabilizer. We shut off the motors, came down and had a heart-to-heart talk with the engineers.

In the fifth and sixth flights, we actually got a wing drop. It was shaking all the time pretty bad. When we got it up above Mach 1, or the speed of sound, the airplane started sweeping out. We got our elevator and rudder control back, the airplane smoothed out and started flying again like it did before we got up in the transonic region.

There has been a lot of misinformation put out about the reversing of controls as an airplane goes through the bridge of sound. That came out in "Breaking the Sound Barrier." That was not a documentary film, just entertain-



for five years. You can see that research airplanes, once you exhaust their capabilities or get all the data you can get, are then no good to us. Research aircraft, such as the X-1, X-2, on up to X-5, are not any good as a weapon. You can't use a gun in them, you can't use them in combat. They are only to get data which is fed into the industry which goes on drawing boards, which will come out in future airplanes eight to ten years after the research flying is done. That is a necessity, just as research is important in the petroleum industry that expects to stay ahead in its field.

To me, the X-1 is about the most interesting of all projects I have flown on. That airplane was very successful. We did have a few accidents with it. We had three or four fires in parts of the tail two or three times, but we always managed to get the airplane back home. And as it sits in the Smithsonian Institute today, it is exactly the same way I flew it on its last flight in the spring of 1949.

A later airplane that came out, was the X-5 which had a variable-sweep

wing on it. As you know, in most modern airplanes the wings are swept back anywhere from 35 to 45 degrees. This is to decrease drag in supersonic speeds, and at real high speeds. This X-5 was capable of sweeping its wings in flight.

These airplanes having very high sweep in their wings are penalized, because they take a longer ground run for take-off. They are a little bit unstable at slow-speed landing pattern.

That airplane also was very successful.

Later, we came out with an X-1A. But, actually, at the time I was flying the X-1A we were also battling with X-3. The X-3 was a very long research airplane, about as long as this room, 60 feet, with a 22-foot wing span.

We have just finished it up about six months ago, and have turned it over to the National Advisory Committee for Aeronautics to do more research with it. It was a very hard airplane to fly. You had to get up to 260 miles an hour before you could get off the ground, and it was kind of touchy to get an airplane with a small wing like that, back on the ground without hurting it.

The X-1A, to me, was about the second most interesting project. It had the same wing and the same tail as the original X-1, except that the fuselage was seven feet longer, and we had a different type of fuel system in it. Also we could carry almost twice as much liquid oxygen and alcohol as we did in the old original X-1. Instead of only having two-and-a-half minutes to get to full power in the X-1A, we had a total of four-and-a-half minutes. This doesn't seem like a whole lot, but you can do a lot of work with a little rocket in four-and-a-half minutes, as you can gather from this story of one of our last X-1A flights.

I made four flights in the airplane. The first flight was only about Mach 1.3, which is about 800-plus miles an hour. The same characteristics existed in the X-1A as in the old X-1. We got a little buffet, lost our elevator control, but the airplane went the way it was headed. After we became supersonic, the airplane flew normally.

The second flight took us up to about Mach 1.5 or half again the speed of sound, about 1,000 miles an hour. The third, Mach 1.9, around 1,250 miles an hour. The fourth and last flight, made in 1953, we dropped the airplane out at 30,000 feet from the B-29. I fired off three chambers of the four available, accelerated up to about 80 per cent of the speed of sound or around 600 miles an hour, and started a climb-out.

We climbed until we got up around 45,000 feet, leveled the airplane out, flipped on the fourth chamber and accelerated to about 800 miles an hour. Then we started a long climb-out, climbing at about a 60-degree angle. We went

to 50,000 feet, doing about a thousand miles an hour. The airplane, when you start rounding off, actually gets into a condition we call zero gravity. The airplane rounds off at the top of the climb, and the centrifugal force of the parabolic curve there, equalizes the pull of gravity so that the pilot is more or less floating. He can pitch a pencil out, or anything out, and it will stay right there. The faster you go in this big parabolic curve, the longer you can be exposed to zero gravity. Gives you a funny sensation floating, just like you are tumbling, except that you rely on your eyesight to keep yourself oriented and keep the airplane lined up.

We leveled out at around 78,000 feet, doing about 1,200 miles an hour. All four chambers were still burning, and I held the airplane level there for the remaining time of the flight. Our rate of acceleration was 32 miles per hour per second. The maximum speed we got was around 1,650 miles an hour, then we shut power off, and started the long glide home. It is at first a matter of four-and-a-half minutes; you climb 50,000 feet, pick up something like 1,500 miles an hour. But it takes you something like 20 minutes to get back to the base gliding, since you use up all of your power during the flight or during the climb.

You can actually see the curvature of the earth above 40,000 feet. When you get high the sky gets dark, the sun gets real bright. It is more or less a pretty phenomenal sight when you do get to see it. Usually you are too busy taking down data or watching the controls; you are sort of afraid to look outside. You never go on a busman's holiday, or just take a flight to look around, since flights like these take a lot of support; take hundreds and hundreds of men to support such a program. And just to give a guy a 15- or 20-minute joy ride—I am afraid they wouldn't go for it. You have to get a lot of data to make up for the money you expend on programs like this.

Since we are running into higher speeds now, these airplanes, like the X-1A and others of its family made out of 'duraloy' aluminum, get a very high heat rise and the aluminum loses its structural strength. So, later airplanes will be made out of stainless steel skin. That is able to withstand a lot higher temperatures. Then, we will have to go into possibly Tritanium, then in ceramic-type coatings and things like that, because you hit some pretty high temperature rises in speeds of two or three or four thousand miles an hour.

All of us pilots who are in the research-development game, are really indebted to people like Dr. Stapp—people who are interested enough in aviation

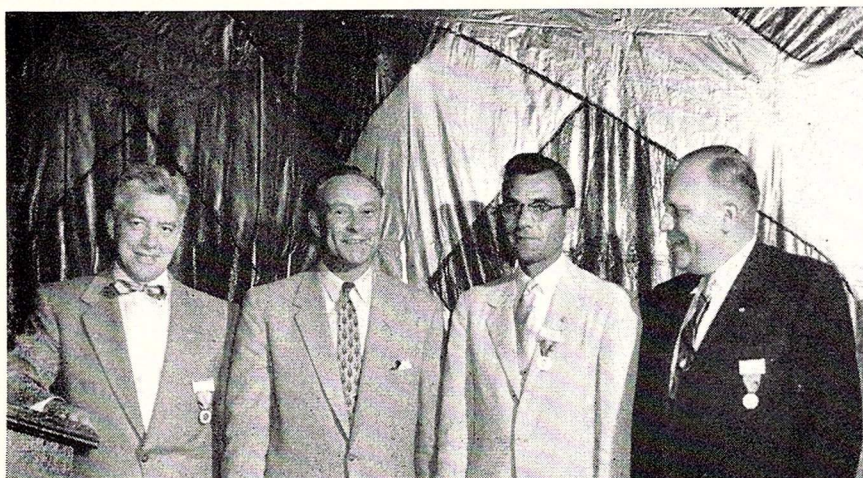
The following District Governors completed visits to all Exchange Clubs in their Districts, in 1954. (All others completing visits, have been previously listed.)

Buist W. Swaim Ala. Dist. No. 1	Richard M. Farr N. J. Dist. No. 3
Arthur W. Hiner, Jr. Colo. Dist. No. 1	E. Theron Couch Ill. Dist. No. 4
George J. Fisher Kans. Dist. No. 1	Houston M. Minniece Miss. Dist. No. 2
James E. Campbell Ala. Dist. No. 6	Raymond Cutler Nev. Dist. No. 3
Dr. Robert H. Lieberthal Conn. Dist. No. 2	Willard White Calif. Dist. No. 14
Kenneth W. Hildenbrand Mich. Dist. No. 4	Alex J. Jex Utah Dist. No. 1
Ted D. Ralston Calif. Dist. No. 10	Arthur M. Midbust Wis. Dist. No. 5
Martin Olsen, Jr. Idaho Dist. No. 1	Leonard E. Stensaas Wyo. Dist. No. 1
John L. Nunly Mich. Dist. No. 7	Dr. Edward P. Whalen N. Y. Dist. No. 4
Frederick L. Cronk Calif. Dist. No. 11	Dr. Milo S. Priske N. D. Dist. No. 1
Harold L. Lindeman Ill. Dist. No. 1	Hampton Hayes Pa. Dist. No. 3
Lloyd P. Johnson Minn. Dist. No. 3	Samuel B. Hicks Pa. Dist. No. 4
J. J. Bissell Texas Dist. No. 5	

medicine, to have the equipment available for us in the research and development business. They are far enough ahead of us that we never get into trouble at high altitudes. We wear pressure suits that were developed back in 1946, way before we had airplanes that would need it.

The same way with any medical problems we run into, in the research-and-development game where we fly airplanes which are eight to ten years ahead of normal-production planes—these people already have the big problems solved for us.—END

(This concludes THE EXCHANGITE'S summary of principal addresses given at the Annual Convention at Louisville, Ky.—except for individual talks and reports which may be printed at various later dates.)



SEEN AT THE NATIONAL CONVENTION AT LOUISVILLE, KY.

(Top picture) This happy group was among the 1,000-plus guests who dined and danced at the daiquiri party, which featured the slogan, "Puerto Rico in '55," foretelling that site as scene of the 1955 National Convention. Standing are (left to right): Norman Parkhurst of the Exchange Club of Bayamon, Puerto Rico; Jorge de la Cruz, San Juan, Puerto Rico; one of Eastern Airlines' hostesses (unidentified); Mrs. Herold M. Harter, and National Secretary Harter, Toledo, Ohio; Alberto Lebrone, Santurce, Puerto Rico; and Club President Charles Reid of San Juan; (kneeling) Ramon Lavandero, Bayamon; Dr. Pedro Orpi, Jr., of San Juan, District Governor; and Club Treasurer Esteban

Varas, San Juan.

(Lower picture) These four dignitaries were gathered for a chat when asked to pose at the National Convention. U.S. Senator William E. Jenner, second from left, was busy answering questions following his address to the assemblage, and those among the inquirers included: at left, National Board Member Harold E. Mott, Washington, D.C. (now National Vice President); second from right, Past National President D. Russell Bontrager of Elkhart, Ind., Chairman of the National Committee on Jurisprudence and Laws; and, right, National President J. Benjamin Brick of Atlantic City, N.J.

EXCHANGITES IN THE NEWS . . .

CAMDEN, ALA. A member of this Exchange Club, Roland Cooper, while serving as mayor of Camden, was elected to the Alabama State Senate. Another Club member, W. S. Perry, was re-elected president of American Brands Association.

KANSAS CITY, KANSAS. Vice President Don M. Jolley of this Exchange Club, has been appointed a member of the membership-and-affiliations committee of the American Recreation Society. This national organization consists of 2,200 professional recreation leaders.

SELMA, ALA. Among many office-holders who are members of this Exchange Club, are Selma's Mayor Chris B. Heinz, and Sheriff Harry L. Hooper.

OAK CLIFF-DALLAS, TEXAS. Exchangite Vernon S. Smith, city councilman and mayor pro tem, was named as Oak Cliff's Man of the Month, by local Chamber-of-Commerce-magazine editors.

CHICAGO, ILL. Past President Livingston E. Osborne of this Exchange Club, chairman of the Illinois Athletic Commission, was delegate to a meeting of the International Boxing Association at London, England.

At Right:

National Secretary Herold M. Harter receives award from U.S. Savings Bonds official.

Sunday-morning services for Convention attendees.

Below:

(Center) Part of the crowd at a banquet meeting.

Dr. J. T. Dorris of Richmond, Ky., presents "Old Kentucky Home" manuscript replica to National Secretary Harter.

Convention attendees explore Mammoth Cave.

NMAC Junior Champion Joseph White.

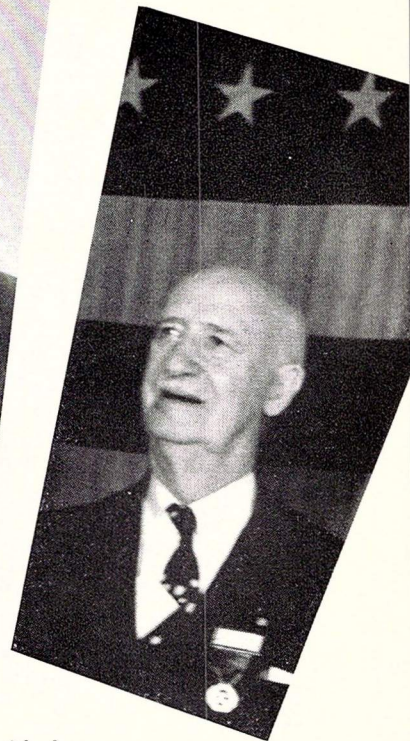
Above:

A few of the more-than-1,000 delegates attending the daiquiri party and dance. Exchangites at the Lincoln Memorial.

At Left:

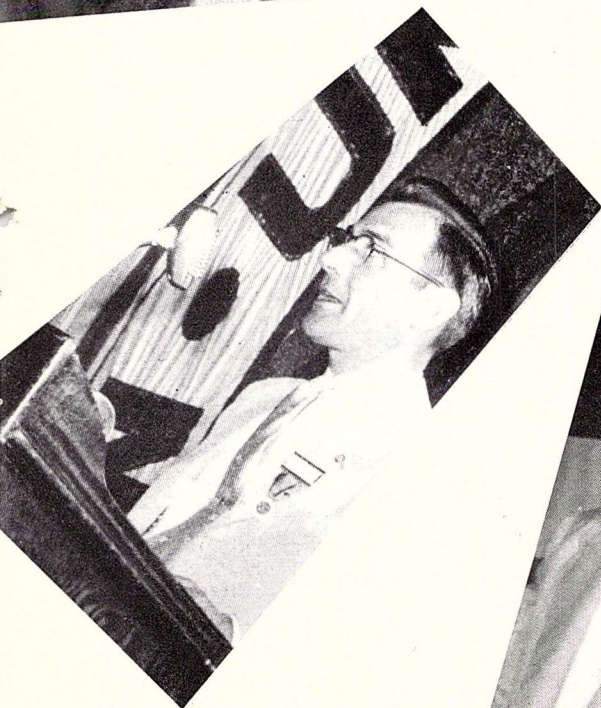
Part of the crowd of Exchangites gathered at Mammoth Cave's entrance, preparatory to the "grand tour" of its fascinating depths.

1954 National Convention . . .



Right to left, starting with the upper right picture and reading around the circle:

1. Past National President Myers Y. Cooper, Cincinnati, Ohio.
2. National Board Member Paul D. Dail, San Diego, Calif.
3. National Board Member Henry N. Marshall, Galesburg, Ill.
4. State President Jack Dew, Jacksonville, Florida.
5. M. L. Patrick, Chairman of the Youth Study Panel of the National Committee on Education, High Point, N. C.
6. D. Russell Bontrager, Chairman of the National Committee on Jurisprudence and Laws, Elkhart, Ind.
7. Stephen J. Cesare, Chairman of the Agricultural Study Panel of the National Committee on Education, Newfield, N. J.
8. Arthur W. Taylor, now Chairman of the National Committee on Education, Toledo, Ohio.
9. Dr. Dewey M. Roberts, Chairman of the Geriatrics Study Panel of the National Committee on Education, Alton, Ill.





NEWS OF EXCHANGE

MICHIGAN STATE EXCHANGE CLUBS. "The lake's best ship," says State President Elbert M. Wilmot, has been chartered for the State Exchange Clubs Convention next June. The cruise, a rare treat, has been scheduled for June 5 through 8. A highlight of the four-day convention, will be D. Russell Bontrager's presence as representative of The National Exchange Club. Chairman of the National Committee on Jurisprudence and Laws, he is widely known for welfare reforms. The program for the cruise convention, planned for every fifth year and always highly enjoyed, promises to be packed with interest and excitement.

ALTADENA, CALIF. Turkey and ham sales before the holidays, netted this new Exchange Club several hundred dollars profit.

WAUKEGAN, ILL. This Exchange Club held its annual Pancake Supper, raising funds for Club project, from hundreds of satisfied customers.

CHAPEL HILL, N. C. "Needy" baskets with signs were placed in stores, for the Christmastime poor, and five families were treated to holiday goodies and staples, by this Exchange Club.

THE TONAWANDAS, N. Y. District Governor George Solomon was winner of the membership-drive contest which brought a number of new men into this Exchange Club. The contest ended, but not the drive, says the District Governor — that will continue for 12 months every year.

REDFORD-DETROIT, MICH. A Candy Cane Sale provided funds for this Club's youth-activity program, at Christmas time. Several teams of members took turns working throughout two days from 7 a.m. to 10 p.m., standing on assigned street corners to do the selling. The Club reached its goal of 20,000 canes, sold for the cause.

YAKIMA, WASH. Knocking handles off cups, provided fair-booth activity which was sponsored by the Exchange Club of Yakima. The booth won the Club a profit of \$20.

WINONA, MINN. This Exchange Club's main project — a contribution of \$1,000 to the local Rehabilitation Center — has been completed, and members are looking for a new goal. They raised more than \$400 in a recent rummage sale.

SANTA BARBARA, CALIF. All-day gas pumping at a local service station, pumped funds into this Exchange Club's treasury. Club members swarmed over cars and trucks, to give super service to customers. All gasoline profits for the day, went to the Club. Several large firms brought in their vehicles, in order to boost sales.

GREENWOOD, MISS. This Exchange Club instigated boys' baseball in Greenwood, and furnished the field for the

sport. This included a billboard, signs, bleachers, concession stand, and other necessary buildings. Plans are underway to obtain a larger field since both attendance and player response have been tremendous.

LINCOLN PARK, MICH. After serving 17 years as secretary of this Exchange Club, Clarence A. Hicks moved into the vice presidency of his Club. A feature story and his picture in the local newspaper helped celebrate his transfer to new duties.

NORTH MINNEAPOLIS, MINN. This new Club discovered a new talent when its own Marvin Ostlund led the singing of barber-shop ballads at a Club meeting. Another feature of the gathering was a local radio announcer who entertained with a humorous retelling of "fluffs" actually made by radio and TV performers.

KLAMATH FALLS, ORE. Ten members of this Exchange Club, donated a Saturday to helping with the children's parade at Conger Field. The Club was a sponsor, and used the occasion to announce its bike-scotchlite campaign.

MACGREGOR PARK-HOUSTON, TEXAS. Houston's Opportunity Center is receiving a great deal of aid from this Exchange Club. The Center is under auspices of the local Council for Retarded Children. Several thousand dollars has been raised for this cause, by the Club. An amateur magician show alone brought in \$1613 for the cause.

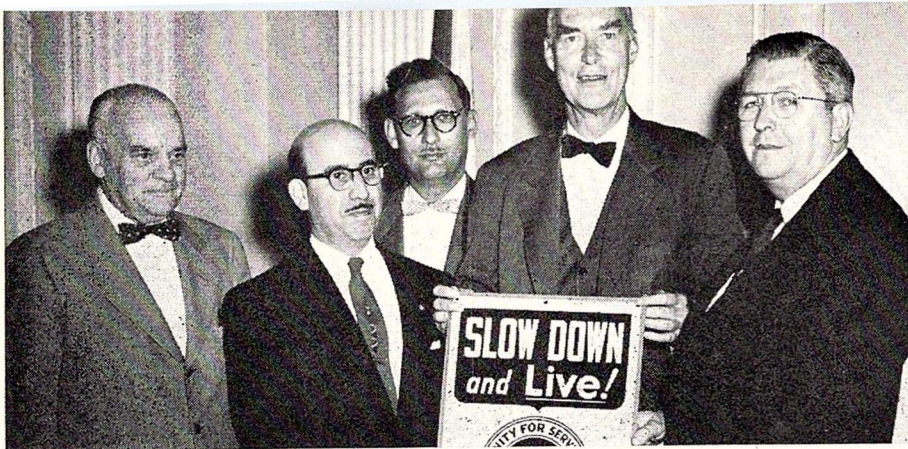
NASHVILLE, TENN. First resident camp in the state for crippled children, was sponsored by the Exchange Club of Nashville, in conjunction with the Tennessee Society for

Not Fire, Smoak

The Exchange Club of Florence (S.C.) had a special guest at its Fire Prevention program, whose name was so interesting that it rated special mention on Associated Press wires. The guest's name—J. A. Smoak.

Crippled Children, winning a great deal of publicity and prestige for the Club. Transportation for youngsters, personnel, and supplies, and evening entertainment, as well as a portion of camp expenses, were furnished by the Exchangites.

CHAMPAIGN, ILL. The first Senior Citizens Center of its kind in the Midwest, is sponsored by the Exchange Club of Champaign. Its outstanding features include: (1) it is open every weekday afternoon to persons 60 years of age or more; (2) financed entirely by sale of memberships in the Senior Citizens Association, it is free of any welfare or denominational label; (3) it is directed by a non-profit corporation with a Board of Directors composed of private citizens; (4) it is staffed by a paid Program Director; and (5) it displays and sells handicraft and artwork produced by the senior



Somerville, Mass. The governor of Massachusetts, Christian A. Herter, second from right, and the mayor of Somerville, William J. Donovan, at right, joined with the Exchange Club of Somerville, in a traffic-education campaign. In addition to a full-page advertisement in the local newspaper and the erection of metal signs throughout the city, the Club gave every school child a cardboard tag carrying safety rules and also showed the children public-safety movies. (The Club is making its own movies this year, utilizing local talent.) Further, the Club is running a newspaper column weekly, with helpful hints for teaching toddlers street-and-sidewalk safety rules. Others shown (l to r) are: Massachusetts' Registrar of Motor Vehicles Rudolph F. King, Club President John A. Forte, and Club Secretary David A. Demaine.



Hot Springs, Ark. This Exchange Club held its meeting which occurred during National Newspaper Week, inside a newspaper plant. Members heard phases of the *Sentinel-Record's* printing operations, explained by newspaper authorities, and went on a tour of the plant, after enjoying dinner, chuck-wagon style, in a composing room. These past presidents (l to r) are watching an automatic type-setting machine at work: Ellis Agre, Jimmy Smith, A. B. Jeffries, Dr. Jack Harrington, Wayne Chitwood, and Fred Miller (kneeling).

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citizens. The plan began with a contest in which senior residents of the city wrote letters describing the kind of program they would like to see established for senior citizens of Champaign County. Prizes totaling \$100, were offered to the best-letter writers.

Dues in the Association include: active membership (\$3), limited to persons 60 years of age or more; supporting membership (\$3) for anyone under 60; honorary membership (\$25) and charter membership (\$200), open to all. The Center is located in the heart of a university-campus shopping district. It has an attractive lounge, as well as display space, and utilizes a special-service system which really looks out for these older persons.

WABASH, IND. More than 600 persons partook of a delicious fish fry sponsored by the Exchange Club of Wabash. Profits of \$400 went to a newly formed school for mentally retarded youngsters. Fresh-fried ocean perch was the piece de resistance of the fry, while members and their families supplied manpower for the successful event.

TUSCALOOSA, ALA. Bricks lying on an old-school ground, were gathered up and cleaned by Tuscaloosa Exchangites, then sold to the public for \$1 apiece. Club members did this work, in order to help finance equipment for the new-school ground. The bricks were more than 100 years old and were "guaranteed to bring back nostalgic memories" to buyers.

MINNEAPOLIS, MINN. Forty boys and forty girls from needy families, enjoyed a Christmas party given by this Exchange Club. Minneapolis Exchangites and Exchangettes turned out to serve at the laden tables, and hand out generous presents.

MEMPHIS, TENN. Dr. Webb B. Key, who was tragically killed in a traffic mishap, was the honor figure to whom this Exchange Club dedicated its recent Newspaper Sales Campaign for charitable funds. It was Dr. Key who, when Club president in 1940, recommended this means of raising funds for charity, to the members. He had always been an en-

thusiastic worker in the Campaign, looking forward to it each year.

MILLVILLE, N.J. This Exchange Club's sixth anniversary party combined with ladies' night for a gala time enjoyed by all. Each lady received a holly corsage, and a gift. Following the sumptuous holiday dinner, State President Anthony E. Imbesi of Ocean City, gave an address on the aims of the Exchange Club. State Vice President Robert L. Netchert, and State Treasurer Stephen J. Cesare were other special guests.

HARTFORD, CONN. Luther Barnard, a member of this Exchange Club, is well-known to his fellow Club members, and to most of Hartford, for his constructive work with young bootblacks and newsboys of the city. Mrs. Barnard, the former Amy Closs, reports that the Club has joined in support of the summer-camp activities which her husband sponsors for these boys, and that the camping project means so much to the youngsters that they themselves pledge and raise funds, to help with its support. Exchangite Barnard has been a social worker in Hartford, for approximately 20 years and an Exchangite for 10 years.

DANSVILLE, N.Y. State President J. Theodore McNair, accompanied by Mrs. McNair, made a five-day speaking tour, in order to visit various New York Exchange Clubs. The tour took them to Brooklyn where they were guests of National Regional Vice President Gerard J. Murphy. In Brooklyn, State President McNair presented a Freedom Shrine on behalf of the Exchange Club of Bay Shore Brightwaters, and was guest speaker at a District No. 1 meeting. He was guest of honor at Freeport-Long Island's Club meeting and guest speaker at Westchester's meeting. New York City's Exchange Club honored him as special guest, and he also addressed Brooklyn Exchangites at one of their meetings. He and Mrs. McNair were overnight guests in the home of President Stanley Rockefeller of the Exchange Club of White Plains.

PASADENA, CALIF. A United Press correspondent for the Hollywood area—Aline Mosby—provided a unique and highly interesting program for this Exchange Club. In addition to the fascination of hearing a "beautiful redhead" as a speaker,



Orange, Calif. These girls are displaying trophies won in the annual Swim Meet sponsored by this Club. Members timed the races, presented prizes, and announced winners over a public-address system. A large crowd watched 125 youngsters participate.



Galesburg, Ill. This Exchange Club's 30th anniversary banquet was highlighted by an address by National President Grant Macfarlane of Salt Lake City (Utah), seated second from right. Some of the other Club leaders present, included (standing, l to r): Dr. Charles Lauder of Monmouth, District Governor; National-Board-Member Henry N. Marshall; President Dale N. Ruedig, Jr.; Dr. E. N. Nash, charter president and first state president; (seated) State Vice President John Kassly; Mrs. Macfarlane; and at right, Toastmaster Wallace A. Nelson.

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the Club heard inside notes on how this girl-reporter broke the Marilyn Monroe calendar story, and other episodes of her news-tracking career.

MICH. DISTRICT NO. 7. "Far beyond expectations" was the report heard, following the excellent meeting put on by the host Exchange Club of Royal Oak, for the 13 Clubs of this District. Dr. Herman A. Meinke, member of the state board of control, emphasized the theme, "You belong to an outstanding Club," in welcoming the large group.

Clarence A. Maniex, Royal Oak's Club president, also welcomed the Exchangites, their wives, and guests, assembled at the Northwood Inn for this annual District meeting. The gathering commemorated 210 years of Exchange Club activity—the combined years of service of seven of the Clubs. Owen J. Cleary of Lansing, Exchangite and Michigan's Secretary of State, was toastmaster. State President Elbert Wilmot was among the featured speakers.

National Regional Vice President Dorr J. Gunnell of Lansing, presented Banners to the seven Clubs, signifying their combined "210 years of Exchange Club progress." These went to Royal Oak for 32 years, Birmingham (30 years), Pontiac (30 years), Farmington (30 years), Ferndale (30 years), Berkley (29 years), and Hazel Park (29 years). Troy Township is a new club. Entertainment accompanied the banquet which was a feature of the meeting. (See below.)

ELGIN, ILL. Two parties were given by this Exchange Club—one for children of members, and one for youngsters in a Children's Home. The latter received at least two gifts apiece, furnished by these Exchangites. Ernest Akemann and William Gavelek co-chaired the Club's annual Yule arrangements, and Charles Brinkley played Santa Claus.

BLOOMINGTON, IND. This Exchange Club joined with other civic groups to honor Indiana University's football team, coaches, and coaches' wives, at a banquet which featured a pleasing program, and excellent food. More than 350 tickets were sold for the event, and awards were presented to the team members. The Club plans to make this an annual affair.

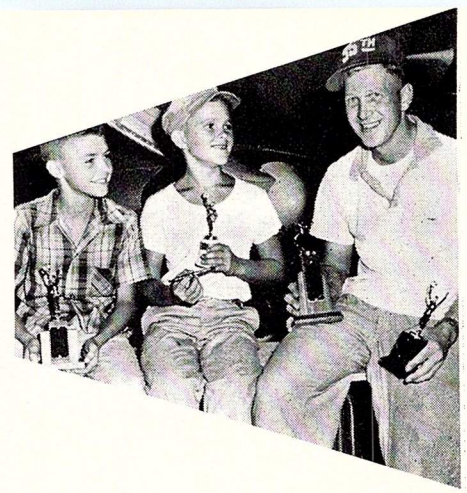
CHATTANOOGA, TENN. Contributions of \$1,000 for University of Chattanooga scholarships, and \$1,500 for a Boy

Michigan District No. 7. "Farmington 1924" is the banner just outside the picture and so not seen, in this array of Clubs' names, telling of 210 years of Exchange Club activity. State President Elbert Wilmot is addressing the group, with Owen J. Cleary of Lansing, Michigan secretary of state, second from right, and Rev. Thomas C. Sleete of Detroit, right. Exchangite Cleary was toastmaster, and Rev. Sleete, guest speaker. Dorr J. Gunnell of Lansing, member of the National Board of Control, also was a speaker, and is shown fourth from left.





Vineland, N. J. Members of this Club turned temporarily into carpenters, masons, and painters, to build six tent platforms for local Girl Scouts. Some of the hard workers are shown above, and include (seated, l to r) Joseph Bernard, Edward Warren, Vice President James Lelli, Harry Clouser, (standing) Robert Watson, Clarence Borman, Immediate Past President George Mossford, and President H. Porter Loomis.



Winchester, Va. Winners in the fifth annual Model Air Show sponsored by the Exchange Club of Winchester, proudly display their trophies. Open to all ages, the contest awarded a total of 29 prizes.

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Scout cabin, were among the \$4,000 distributed by this Exchange Club, for projects during the past year.

KALAMAZOO, MICH. More than \$10,500 resulted from this Exchange Club's "Newspaper Day" at Christmastime. This was the second highest total in the 34 year history. Nearly 100 members took part in this annual plan to raise money for the Club's youth activities. More than 50 members totaled \$100 or better from the selling, with Exchangite Frank Whittington topping all others with his sales of \$650. Miniature copies of the *Kalamazoo Gazette* once again were sold for the purpose, by "newsies" who included many prominent Kalamazoo citizens.

The Club used some of the profits for its annual Christmas-eve party, open to hundreds of needy children especially invited to see entertainment, receive gifts, and meet Santa Claus.

EAST ALTON, ILL. Holiday guests of this Exchange Club were 13 youngsters from the Catholic Children's Home at Alton. A turkey dinner, and motion-picture entertainment, brightened the party for these eighth-graders.

CLAWSON, MICH. This Club's members used some of the \$350 raised by two projects, to outfit Christmas baskets for the needy, and distributed these baskets themselves.

RIO PIEDRAS, PUERTO RICO. A special tribute in the form of a dinner was rendered to Judge Luis Polo, past president, by this Exchange Club. More than 60 Club members and their wives met for the event, at the Caribe Hilton Hotel, world-famous modern structure on the coast at San Juan. President Ramon S. Torres welcomed five new members into the Club, at this meeting.

PONCA CITY, OKLA. A full-page "announcement" in the local daily newspaper of this city, told Ponca City citizens about their Exchange Club, and resulted in a number of membership applications, reports Treasurer Sam Lee. The full page didn't cost the Club a cent—"the merchants were all pleased and happy to get their names on the page," and paid their share of the ad's cost, directly to the paper. Treas-

urer Lee says that it took only two hours for him to approach every desirable merchant in the city, and get their agreement to participate. The page itself carried a large sketch of a man extending his hand in friendship, with "Hello, friends! Hi, neighbor! Let's Get Acquainted. . . with your local Exchange Club," in a smashing headline across the top. Officers' photos with identification, were grouped in the center of the page, and Club history, aims, ideals, meetings, membership, and projects were presented in easy-to-read, attractive type, along with the Covenant of Service. Fifty-six merchants' names were run under the headline, "Sponsored in the Public Interest by the Following Friendly Ponca City Merchants."

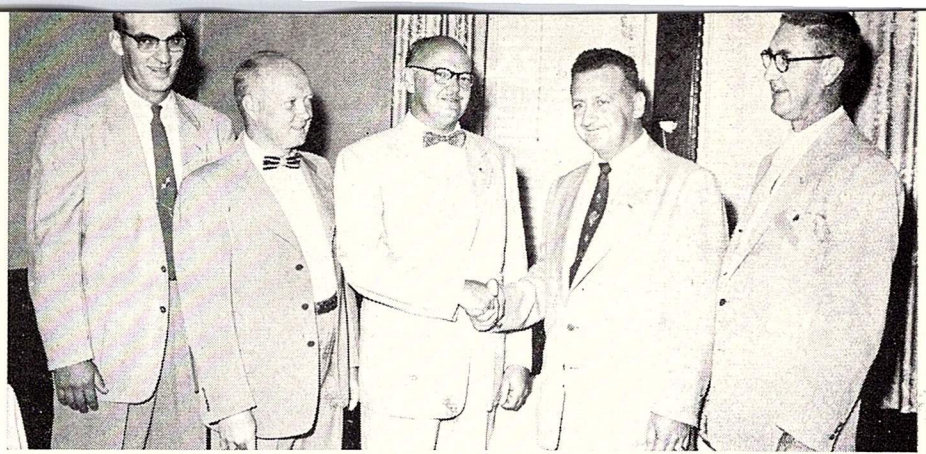
BROOKLYN, N.Y. Two of this Exchange Club's active charter members, Dr. Robert C. Hartwick and Robert F. Graves, Sr., were specially honored, and presented with wristwatches by Gerard J. Murphy, National Regional Vice President. This presentation, on behalf of the Club, took place at the annual Past Presidents' Dinner, to which ladies were invited for the first time in history, reports Secretary Ernest S. Moseley.

Programs were printed for the occasion, and noted that the Club's charter was "presented by National Secretary Herold M. Harter on Nov. 2, 1923." The reception and dinner were held at the Long I Grotto, with beautiful flowers and other decorations marking the festive occasion. Special guests included District Governor and Mrs. John J. Kelly, State Vice President and Mrs. J. Herbert Grimsey, and State Board Member and Mrs. George Ruscup, as well as State President and Mrs. J. Theodore McNair.

ROCK ISLAND, ILL. A character guidance program instituted by chaplains in the U.S. Navy, has resulted in a definite increase of religious interest among servicemen, said a former chaplain in his address to this Exchange Club. Following this talk by Rev. Herman E. Soderberg, a Lutheran pastor, another former chaplain, Rabbi Jordan I. Taxon, who is also an Exchangite, told of his experiences as an army adviser. Both speakers, stressing that provision for all faiths is made in the services, told how efforts are made to develop moral values within servicemen. Preceding Christmas, the Club sold a local radio-TV publication for a week, with all



Freeport-Long Island, N. Y. This Club joined in celebration of the centennial of Polytechnic Institute of Brooklyn, by entertaining several faculty members at a luncheon meeting. Shown above are (l to r) Judge Paul Kelly (program chairman), Dr. Paul Libby and Dean Warren L. McCabe of the Institute staff, and Dr. Morris M. Rossman, Club president. These faculty members described the Institute's work to Club members, who then visited the Institute's unique and famed Aerodynamics Laboratory.



Bangor, Pa. More than 80 delegates from eight Exchange Clubs attended a District No. 4 Conference for which the Exchange Club of Bangor was host. State President Joseph Geatens of Norristown, and Hobart Farber of Allentown, chairman of the National Committee on Education, were among the principal speakers. District (No. 5) Governor James W. Reddington of Scranton, was a guest, with four members of his home Club. In the picture are (l to r) Pen Argyl's Treasurer Theodore Hoffman, Bangor's Past President Jay Sleep, District (No. 4) Governor Samuel Hicks, Stephen J. Cesare (chairman of the Agricultural Study Panel of the National Committee on Education), and Bangor's Secretary Millard Gleim. Clubs represented were those of Allentown, Bangor, Bethlehem, Catasauqua, East Stroudsburg, Easton, Northampton, and Pen Argyl.

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proceeds going to the county's Association for Retarded Children fund.

BEDFORD TOWNSHIP, MICH. This Exchange Club has originated a "community council," made up of civic, religious, and fraternal representatives in the area. First work of the group, was to serve as a clearing house for names of all persons certified to receive Christmas help. Club President Rudolf Hasselbach, Secretary Willis Snyder, and Board-Member Martin Werner, are also serving as officers of this community group. Other projects of this Exchange Club, included erection of Christmas trees in each of the three villages in the Township, and the construction of skating rinks in each of the villages.

SPOKANE, WASH. Two women, Republican and Democratic precinct committeewomen respectively, received \$25 U.S. Savings Bonds from this Exchange Club as a reward for their part in getting out a record vote in their precinct, No. 323. The Club had promised the awards for the top party workers in the precinct showing the most votes.

MADISON, WIS. This Exchange Club's pictorial scrapbook highlighted its projects when it was featured in the first television series on community groups, presented by the local Clubs Council.

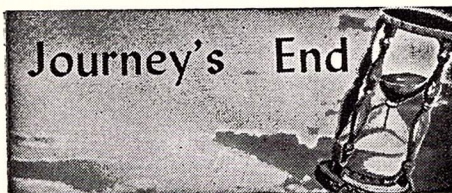
GRAND JUNCTION, COLO. "What Grand Junction, Colo., USA, Has Meant to Me," was the subject of an essay contest sponsored by the Exchange Club of this city. Graduating

seniors everywhere on the Western Slope, participated in the contest, vying for a \$500 scholarship. Local businessmen, the *Daily Sentinel*, and two local radio stations, cooperated with the Club in sponsorship of the venture. This Club also has published a 24-page booklet which deals with its Americanism Program. Addressed to Grand Junction citizens, the booklet outlines a "strong, pro-American program" planned

Many Happy Returns

"Return \$1 in the enclosed self-addressed envelope, for our fund to help the handicapped," read the notice which the Exchange Club of Lexington (N.C.) inserted in each box of 12 Christmas cards which it sent out by mail. One box went to Mrs. Zeb V. Dillon, active in the manufacture of dress shirts. Mrs. Dillon kept the box of 12 cards, and sent back what she considered a fair price—her check for \$100. "The highest price I ever heard of for 12 cards," happily comments Club Secretary Woodrow B. Swink who sent in this news.

to include a 20-week series of historical and documentary dramatizations, presented through local radio and press. The program leads up to the essay-contest award, to be given again in June. Various business and professional organizations "signed" the pages of the booklet, which describe Grand Junction in artistic and attractive detail. To make the city's citizens appreciate the good everyday American ways which are theirs, is the intent of the booklet and the program.



John Wesley Zimmerman, past District Governor, Louisville, Ky. . . . Dr.

Frank M. Natherson, honorary member, Parma, Ohio . . . Ira L. Sheoffer, honorary member, Northampton, Pa. . . . Rev. William A. Greaber, honorary member, Hazel Park, Mich. . . . J. Lester Brown, honorary member, Pontiac, Mich. . . . William E. Anderson, member, Philadelphia, Pa. . . . George B. Baird, member, Bismarck, N.D. . . . Harold Barnes, member, Jackson, Ga. . . . Willie E. Her-

rington, member, Graniteville, S. C. . . . Ray E. Jumper, member, Findlay, Ohio . . . M. Webb Pruitt, Sr., member, Jacksonville, Florida . . . R. H. Terrell, member, Monroe, La. . . . Dr. Leonard C. Whiting, member, New Haven, Conn. . . . William H. Durham, member, Maywood-Bell, Calif. . . . Dr. William E. Low, past president, Birmingham, Ala.

CHARTERED

in Unity for Service

MONTROSE-CRESCENTA, CALIF. An enthusiastic talk by Ted D. Ralston, District Governor, gave this new Exchange Club a flying start, at its Saturday-night charter party. District Governor Ralston, who is from Burbank, discussed "The Story of Civic Life on the West Coast."

State President J. William Speer and State Secretary A. V. Jordan helped welcome the new Exchange Club to the state, with a gift of a bell-and-gavel set, presented by State President Speer.

Preceding the charter presentation by District Governor Ralston, Elwin C. Reed of Huntington Park, also a District Governor, presented National Service Awards to the Club, and committee-man, who lent their efforts to establishment of the new group. These were the Exchange Club of Glendale, and Dr. Joseph E. Palmer. The Club was given a Banner, and Dr. Palmer received a Lapel Emblem.

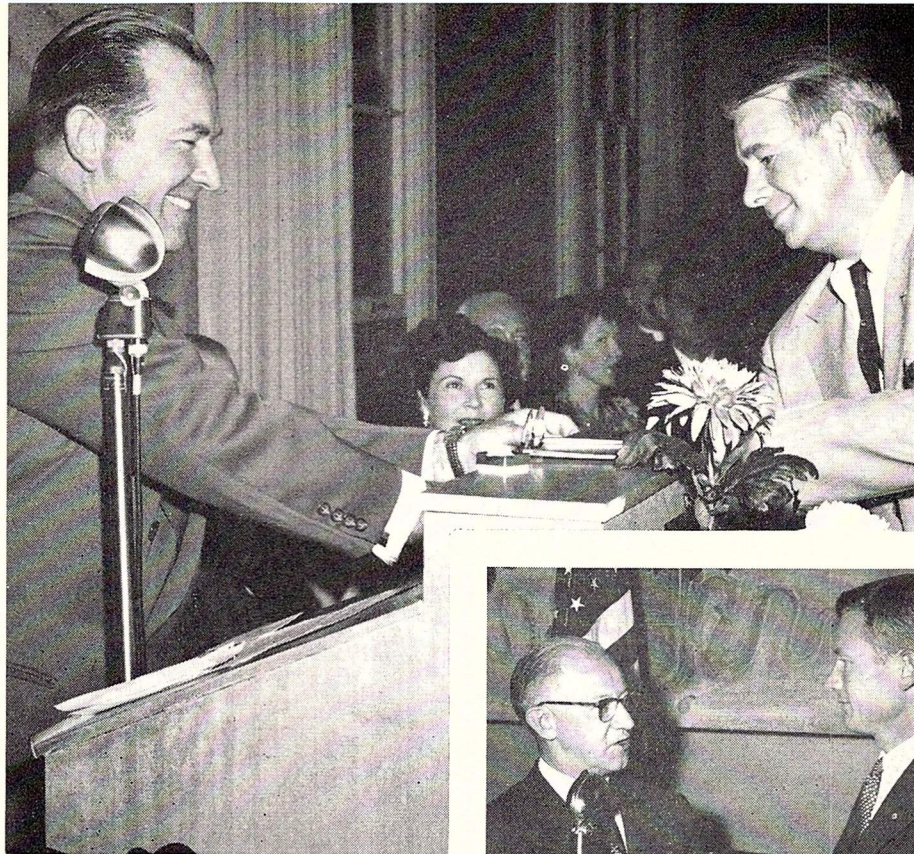
Special musical entertainment rounded out the evening's events. The party was held at the Verdugo Club, and included an impressive dinner.

The sponsoring Club gave the new group an American flag, presented by Club President K. S. Robinson.

District Governors Martin L. Conley and E. H. Lehman were among the many prominent Exchangites at the meeting, as was Fred J. Burmester, member of the state board of control.

President Edward F. Veach presided throughout the evening, assisted by M. O. Flynn as toastmaster. Other officers are Vice President Edward Berry, Secretary Jack G. Carney, Treasurer Earl E. Stephen, and these other members of the board of control: Marion V. Cline, Van C. Foster, Dr. Douglas C. Semmens, Richard M. Enders, Frank G. Sawvel, Jr., and Wayne Stull.

Kansas City, Kans. Happy over the success of their new Exchange Club's charter party, are these Kansas City Exchangites, Club President George D. Bell (left), and Club Vice President Don M. Jolley (center). They are pictured with H. H. Hawthorn of Tulsa, Okla., National Regional Vice President, who presented the new Club with its charter.



Altadena, Calif. Above, District Governor Al C. Birdsall of Wilshire-Los Angeles (at left), presents a Lapel Emblem for National Service, to Pasadena's Secretary Clement E. Inskeep, for the latter's work in helping establish the new Exchange Club of Altadena.

At right, Wilson H. Rutherford of Alhambra, member of the National Extension Committee, gives Altadena's President Kenneth Gordon, his gavel of office, during festive ceremonies marking the new Club's chartering. President Gordon stands at the right.



JOHN W. PARK, SUPERINTENDENT

BOARD OF EDUCATION

CITY OF ALBANY, N.Y.

Mr. James M. Brown, Chairman
Freedom Shrine Committee
Department of State
164 State Street
Albany, New York

Dear Mr. Brown:

The Board of Education at a meeting held here last week, accepted with many thanks the gift of the Exchange Club to the Albany High School of a display of twenty-eight replicas of United States writings from the Declaration of Independence to and including the United Nations Charter.

The Board approved the location proposed for the erection of this exhibit as a permanent display. We are deeply mindful of the good effect on future generations of high school students who will be viewing it, and as an incentive to the teaching of American History and Social Studies it will be most valuable. Please accept the thanks of the Board of Education for this most generous gift.

Sincerely yours,



John W. Park
Superintendent of Schools

JWP:AT

HERE are just two of thousands of letters which Exchange Clubs everywhere in the nation have received, following the presentation of the Freedom Shrine to local schools . . . a slight indication of the esteem in which leading educators hold this "best answer to Communism."

SENIOR HIGH SCHOOL

2450 Southwest First Street
Miami, Florida

W. R. Thomas
Supt. Dade County Schools

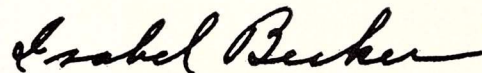
Mr. Roy A. Perry, President
Miami Exchange Club
Miami, Florida

My dear Mr. Perry:

How grateful we all are for the Freedom Shrine and the attractive display case in which the documents are now encased. I do wish all the members of the Exchange Club could have heard the student comments when they saw the documents yesterday. Already many students have stopped to read them and every day more and more will become familiar with these valuable documents.

The students are so proud to have them, and as the sponsor of the Student Council I wish to express the thanks and appreciation of our student body for your gift of the Freedom Shrine - a gift for which all Miami High students, the students of the present and the ones to come, will be forever grateful.

Sincerely yours,



Isabel Becker
Director of Student Activities

ib:as



Here Are The **Authentic** Exchange Club
Emblems! Perfect For Use On Shirts,
Caps, Jackets, Sweaters, Club
Uniforms, Team Sports Events.

*Full
Color*



*Color
Fast*

An all silk-embroidered Exchange
Club Emblem in beautiful blue and gold,
on a white gabardine background.

Available In Three Sizes

	1 to 11	12 or more
No. EE-3 — 3" Diameter	\$.40	\$.35
No. EE-5 — 5" Diameter	.90	.85
No. EE-8 — 8" Diameter	1.75	1.65

SEND REMITTANCE WITH ORDERS PLEASE

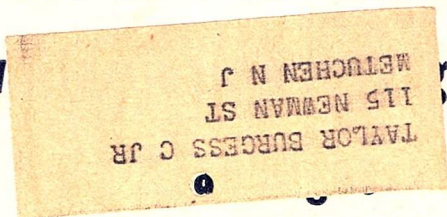
**Publicize Your Club By
Wearing The Exchange Club
Emblem**

AUTHENTIC EXCHANGE CLUB ITEMS ARE
OBTAINABLE ONLY FROM
THE NATIONAL EXCHANGE CLUB
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Toledo 4, Ohio

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A WELCOME THAT NEVER DIMS...

New



Club

Extend a friendly greeting to visiting Exchangites and travelers -- erect the new Aluminum Exchange Club Road Signs on every major highway entering your city. These brilliantly-colored Blue, Gold, and White, non-fading and fully reflectorized Road Signs will be a long term investment in good will and publicity for your Club. Advertise your Club for what it is -- an active, alert, civic-minded body of men, proud of their ideas and accomplishments.

These signs, of full hard alloy, will resist deflection by wind, impact, or vandalism. Laminated of Wide Angle Flat Top Gold Scotchlite, the blue area finished with transparent paint, the entire sign is reflectorized, giving distinct visibility by day or night.

Available in two sizes, single or double faced:

30-inch emblems, .102 thickness (equal to 12 gauge steel).

18-inch emblems, .064 thickness (equal to 16 gauge steel).

Shipping weight: 30-inch 8 lbs., 18-inch. 2 lbs.

Single-faced emblems, drilled for mounting on posts (posts to be purchased locally to save shipping charges), are shipped complete with corrosion-resistant cadmium-plated bolts, nuts, and washers.

Double-faced emblems are drilled at top of emblem and finished with grommets for hanging from right-angle metal brackets, also drilled at the bottom of the emblem for suspending a panel (see illustration). The double-faced emblems are suggested for use at highway intersections and at places of meeting.



**NORTHEAST SAN DIEGO
STREAMLINER CAFE
THURSDAY 7:00 P.M.**

PANELS, imprinted with time and place of meeting, of .064 aluminum, single or double faced, available in sizes:

12" x 24", recommended for use with the 30-inch emblem only, space for three line imprint, limit 19 letters and spaces per line. Shipping weight 2-3/4 lbs.

8" x 24", for use with both the 18 and 30-inch emblems, limit of two line imprint, 19 letters and spaces per line. Shipping weight 2 1/2 lbs.

6" x 18", auxiliary panel, one-line legend of 11 letters and spaces. Shipping weight 2 lbs.

Signs and Panels Priced F. O. B., Clinton, Massachusetts

EMBLEMS

30-inch

Single faced..... \$ 19.80

Double faced 28.80

18-inch

Single faced 8.50

Double faced..... 11.00

PANELS

12" x 24"

Single faced \$ 9.00

Double faced 11.25

8" x 24"

Single faced 5.50

Double faced 7.50

6" x 18"

Single faced 4.50

Double faced 6.00

Metal Brackets for 18" or 30" double faced signs 2.25

Prices effective October 15, 1953, subject to change without notice.

Place order direct with National Headquarters.

On merchandise of this type,
the manufacturer requires cash with order.

THE NATIONAL EXCHANGE CLUB
National Headquarters
Office Building at 335 Superior Street
Toledo 4, Ohio

